

**IMSA TECHNICAL BULLETIN IWSC #16-31**

To: All IMSA WeatherTech SportsCar Championship Competitors

From: IMSA Competition

Date: 5 July 2016

Re: 2016 CTMP GTLM & GTD Balance of Performance Tables

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In accordance with Attachment 2 of the IMSA WeatherTech SportsCar Championship SSR, the following adjustments are made to the indicated cars. The column listed as current is the current specification after the adjustment is applied and thus the required specification for the event. These decisions come into immediate effect and are applicable until further notice.

Due to the atypical shortage of days between the Watkins Glen and Canadian Tire Motorsport Park Events, IMSA is exercising Article 2.2.2. (language below) to enable a change to the IWSC CTMP Balance of Performance Tables outside the standard notification timeline listed in Attachment 2, Paragraph 2.4. of the IWSC Sporting Regulations and SSR.

2.2.2. Principal Rule. On occasion, circumstances are presented, either unforeseen or otherwise extraordinary, in which strict application of the RULES may not achieve the Purpose. In such rare circumstances, Officials, as a practical matter, may make a determination that is not contemplated by or is inconsistent with the RULES. Such determinations are reviewable by the Supervisory Officials. All such determinations are Conclusive, except as provided for in the RULES.

GTLM	Vehicles		Mass		Engine			Rear Wing		Fuel								Notes
	Manufacturer		No Fuel/Driver (kg)		Restrictor (mm)			Boost Ratio	Min Angle (deg)	Minimum Height (mm)	Type	Declared Minimum Lambda	Tank Capacity (L)		Refueling Restrictor (mm)			
			adj	current	qty.	adj.	base			current		λ	adj	current	Type	adj	current	
	Event: 20160710 IWSC CTMP			Bulletin: TB 16-31			Date: 7/5/2016											
BMW	M6 GTLM	0	1240				See Table	N/A	15.0	E20	0.96	0.0	103.0	Dan Jones	0.0	36.0		
Corvette	C7R GTE	-10	1240	2	+0.4	29.9		N/A	10.0	E20	0.88	+2.0	89.0	ATL	0.0	31.0		
Ferrari	488 GTE	0	1240				See Table	N/A	10.0	E20	1.10	+1.0	80.0	Dan Jones	0.0	28.0		
Ford	GT GTE	+15	1265				See Table	N/A	15.0	E20	0.90	-2.0	88.0	ATL	0.0	35.0		
Porsche	911 RSR GTE	-10	1220	2	0.0	30.9		N/A	10.0	E20	0.89	0.0	92.0	Dan Jones	0.0	32.0		

\* All engine restrictor geometry must comply with the FIA homologated design and be registered and approved by IMSA prior to competition.

BMW M6 GTLM

Engine Speed	Boost Ratio
[rpm]	
2000	1.510
2500	1.684
3000	1.841
3500	1.921
4000	1.941
4500	1.969
5000	1.969
5250	1.947
5500	1.901
5750	1.851
6000	1.800
6250	1.740
6500	1.678
6750	1.623
7250	1.506
7350	1.000

Ferrari 488 GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.709
4000	1.709
4250	1.695
4500	1.680
4750	1.648
5000	1.634
5250	1.657
5500	1.666
5750	1.642
6000	1.605
6250	1.561
6500	1.508
6750	1.434
7000	1.386
7500	1.263
7600	1.000

Ford GT GTE

Engine Speed	Boost Ratio
[rpm]	
2000	1.518
4200	1.518
4450	1.496
4700	1.504
4950	1.509
5200	1.503
5450	1.506
5700	1.493
5950	1.438
6200	1.407
6450	1.404
6700	1.380
6950	1.330
7200	1.281
7700	1.215
7800	1.000

GTD	Vehicles		Mass		Engine						Ride Height		Fuel						Notes	
	Manufacturer		No Fuel/Driver (kg)		Restrictor (mm)			Boost Ratio	Maximum RPM		Minimum Ground Clearance (mm)		Type	Declared Minimum Lambda	Tank Capacity (L)		Refueling Restrictor (mm)			
			adj	current	qty.	adj	current		adj	current	adj	current		λ	adj	current	Type	adj	current	
	Event:	20160710 IWSC CTMP		Bulletin: TB 16-31			Date: 7/5/2016													
	Aston Martin	V12 Vantage GT3	0	1250	2	-0.8	40.7		0	7700	0	50.0	IMSA 100	0.90	0.0	108.0	ATL	0.0	32.5	
	Audi	R8 LMS GT3	+15	1315	2	+2.0	40.0		0	8500	0	50.0	IMSA 100	0.91	0.0	90.0	Krontec	0.0	27.0	
	BMW	M6 GT3	0	1310				See Table	0	7250	0	50.0	IMSA 100	0.92	0.0	105.0	Krontec	0.0	30.5	
	Dodge	Viper GT3-R	0	1335	2	-1.0	38.0		0	6500	0	50.0	IMSA 100	0.88	0.0	107.0	ATL	0.0	34.5	
	Ferrari	488 GT3	+15	1325				See Table	0	7500	0	50.0	IMSA 100	0.92	0.0	94.0	ATL	0.0	29.0	
	Lamborghini	Huracan GT3	0	1320	2	+2.0	40.0		0	8500	0	50.0	IMSA 100	0.91	0.0	90.0	Krontec	0.0	27.0	
	Porsche	911 GT3 R	+10	1305	2	0.0	38.0		0	9500	0	50.0	IMSA 100	0.88	0.0	88.0	Krontec	0.0	25.0	

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BMW M6 GT3

Engine Speed	Boost Ratio
[rpm]	
2000	1.595
3000	1.803
4000	1.960
4500	2.014
4750	2.034
5000	2.054
5250	2.023
5500	1.989
5750	1.933
6000	1.900
6250	1.860
6500	1.829
6750	1.741
7000	1.682
7250	1.608
7550	1.000

Ferrari 488 GT3

Engine Speed	Boost Ratio
[rpm]	
2000	1.412
4000	1.412
4500	1.466
4750	1.497
5000	1.534
5250	1.574
5500	1.613
5750	1.642
6000	1.652
6250	1.643
6500	1.609
6750	1.563
7000	1.524
7250	1.481
7500	1.440
7800	1.000